

# CHINA

THE

# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4339. 號九廿五月五年七十七八千一英

HONGKONG, TUESDAY, MAY 29, 1877.

日七月四日五

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C., BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DRAGON & Co., 180 & 184, Leadenhall Street.

NEW YORK.—ANDREW WIND, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAR & BLACK, San Francisco.

CHINA.—SWATOW, QUINSAY & CAMPBELL, Amoy, WILSON, NICKOLLS & Co., Foochow, HEDGES & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WILSH, Manilla, C. HENNESSY & Co., Macao, L. A. DA GRACA.

## BANK.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 500,000 Dollars.

COUNCIL OF DIRECTORS.

Chairman—H. HOFFITZ, Esq.  
Deputy Chairman—F. D. SASSOON, Esq.

E. R. BRADDOCK, Esq. WILHELM REINER,  
W. H. FOBBEE, Esq. Esq.  
Hon. W. KESWICK Ed. TOBIN, Esq.  
A. MOLYNE, Esq.

CHIEF MANAGER.  
Hongkong, Thomas JACKSON, Esq.  
Manager.

Shanghai, EWEN CAMBON, Esq.  
LONDON BANKERS.—London and County Bank.

HONGKONG.  
INTEREST ALLOWED  
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.  
Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, March 29, 1877.

## NOTICES OF FIRMS

NOTICE.  
WE have This Day Opened a Branch  
of our Firm at Amoy. Mr F. F.  
ELWELL will Act as our AGENT at that  
Port.

RUSSELL & Co.  
Hongkong, May 1, 1877.

## NOTICE.

MR. WILHELM CARL ENGEL.  
BRECHT VON PUSTAU, Junior,  
and Mr. CONRAD MUNROE DONNER,  
have been admitted Partners in our Firm  
from the First of January, 1877.

WM. PUSTAU & Co.,  
Hongkong, Canton, Shanghai.  
Hongkong, April 16, 1877.

## NOTICE.

M. EDWARD BURKE will Conduct the  
Business of my Office, during my  
Temporary Absence from the Colony.

R. H. CAIRNS,  
Surveyor to Local Offices,  
and Lloyd's Register of Shipping.  
2, Club Chambers,  
Hongkong, March 17, 1877.

## VICTORIA DISPENSARY.

ON and after the 16th day of November,  
1876, and until further notice, the  
BUSINESS of the above-named DISPENSARY  
will be carried on by the Under-signed.

WM. CRICKSHANK,  
Manager.  
Hongkong, November 21, 1876.

## AUCTIONS.

PUBLIC AUCTION.

AMMERT, ATKINSON & Co.  
have received instructions to sell  
by Public Auction, on

## Auctions.

### PUBLIC AUCTION.

L AMMERT, ATKINSON & Co.  
have received instructions to sell  
by Public Auction, on

### WEDNESDAY,

the 30th May, 1877, at Noon,—  
At the Premises lately occupied by  
MESSRS BROADBEAR, ANTHONY & Co.

THE GOOD-WILL of the Business  
of the late Firm of BROADBEAR, ANTHONY  
& Co.

TERMS.—Cash Only! On fall of the  
hammer in Bank Notes or Cheque.

Hongkong, May 25, 1877.

### PUBLIC AUCTION.

THE Undersigned has received instruc-  
tions to sell by Public Auction, on

### WEDNESDAY,

the 30th day of May, 1877, at Noon,  
on Board,—

The Hulk "CHASE," lately used as  
the Gunpowder Depot, as she now lies in  
this Harbour, off STONE CUTTERS'  
ISLAND, with ONE ANCHOR and  
CHAIN.

TERMS OF SALE.—Cash on the fall of the  
hammer; and the Vessel to be at  
purchaser's risk on the fall of the  
hammer.

J. M. ARMSTRONG,  
Government Auctioneer.  
Hongkong, May 17, 1877.

### PUBLIC AUCTION.

THE Undersigned has received instruc-  
tions to sell by Public Auction, on

### MONDAY,

the 11th June, 1877, (or Private Sale  
before the Day of Sale), at 2 p.m.—

The well-known Tavern called the  
"STAR TAVERN," situated in Queen's  
Road West, No. 200, with FURNI-  
TURE, FIXTURES, LIQUORS,  
etc., etc., &c.

TERMS OF SALE.—Cash before delivery  
in Mexican Dollars, weighed at 7.1.

J. M. GUEDES, Jr., Auctioneer.  
Hongkong, May 23, 1877.

## For Sale.

APOLLINARIS  
NATURAL MINERAL WATER.

A POLLINARIS WATER.—It is, in  
our opinion, superior for table purposes  
to any other mineral water with which we  
are acquainted. It is strongly effervescent  
and forms an exceedingly pleasant and  
refreshing beverage, either alone or in  
combination with wine; and it is not, we  
are informed by an eminent medical friend,  
liable to that charge which has been so  
frequently brought against soda and other  
waters—that they have a depressing effect  
upon the system. On the contrary, medical  
testimony is unanimous in favour of the  
high therapeutic qualities of Apollinaris  
Water.—Civil Service Review.

APOLLINARIS WATER IS CERTAINLY  
THE QUEEN OF TABLE WATER. It is softer  
and more refreshing than its only rival  
Seltzer Water (Nassau Seltzer, Brunnen),  
and is more pleasant to the palate. Over  
all manufactured Aerated Waters it has an  
incomparable superiority.

"APOLLINARIS WATER is, moreover, a  
water of great organic purity, another  
highly important desideratum, in which  
artificial Aerated Waters often dangerously  
fail. Its place seems, therefore, marked  
the favoured beverage of the favoured  
classes who can select their drinking water.  
Physicians will find it a valuable addition  
to their resources as a cool and refreshing  
drink, antacid, and useful in promoting  
digestion and gastric irritation. Such a  
water is the sworn enemy of gout, rheumatism,  
and their congeners."—London Medical  
Record.

A POLLINARIS WATER.—Dr. HER-  
MANN WEISER, F.R.C.P., writes:—"Having  
largely used it during the last seven  
years, I have found it of great value as an  
article of diet in gouty dispositions, in  
lithic acid diathesis, in tendency to gall-  
stones, in some forms of catarrh of the  
respiratory organs; in the latter, either  
heated by itself or mixed with hot milk or  
whey. To many persons the Apollinaris  
forms an agreeable and useful addition to  
bitter waters, and a good vehicle for some  
medicines."—Brit. Med. Jour.

PRICES.

CASE OF 50 QUARTS (STONE BOTTLES) \$10  
" 50 PINTS ( " ) 6 8  
CASES, 8 DOZ. SODAWATER BOTTLES \$18

N.B.—Stone Quart=3 Soda-water Bottles.  
Pint = 1 1/2 " "

\$2 Allowed for the Soda-water Bottles,  
if Returned.

GEO. SMITH & Co.,  
Agents for China and Japan.  
NORTON & Co.,  
Agents in Hongkong.

THE BALANCE OF THE STOCK-IN-  
TRADE of the late Firm of Messrs  
BROADBEAR, ANTHONY & Co., comprising  
Russian Rope, Seizing Staff, Spunyarn,  
White and Tarred Lines, Galvanised  
Wire Rope, Manila Rope, Painted  
and Iron Chain assorted sizes, Hubback's  
Paint Oil and Assorted Paints, Canvas,  
Raven Duck, Patent and Ordinary Blocks,  
Hollow-ware, Hardware, Paint Brushes,  
Bunting, Ensigns, Deck-lights, Patent  
Logs, Mast-hoops, Tallow, White Beans,  
and a variety of other Goods.

TERMS.—Cash on delivery in Bank  
Notes.

Hongkong, May 28, 1877.

May 9, 1877.

## For Sale.

### FOR SALE.

LANE, CRAWFORD & Co. have just  
Received an Invoice of  
COPE, BROTHERS & Co.'S TOBACCOES  
and CIGARETTES.

COPE'S GOLDEN CLOUD.

COPE'S BRISTOL BIRD'S EYE.

COPE'S SMOKING MIXTURE.

COPE'S PEERLESS CIGARETTES.

COPE'S BOUQUET CIGARETTES.

COPE'S FAIRY CIGARETTES.

COPE'S FANCY BRILLIANTS.

COPE'S WHIFFS.

Hongkong, May 25, 1877.

### FOR SALE.

LANE, CRAWFORD & Co. having just  
been Appointed SOLE AGENTS in

HONGKONG for the well-known Firm

of Messrs M. B. FOSTER & SONS,

(CHIEF AGENTS in ENGLAND for

Messrs BASS & Co.), are prepared to Supply

ALE and STOUT of their Bottling at 85

per Case of 3 doz. quarts, and \$10.50 per

Case of 6 doz. pints.

The Superior Quality of this BEER is

undoubted, and L. C. & Co. confidently

recommend it.

Hongkong, May 28, 1877.

### FOR SALE.

HENRIOT & Co.'S CHAMPAGNE,  
Carte Blanche "Dry."

TI. ROEDEREE & Co.'S CHAMPAGNE,  
Carte Blanche.

JOHN DULAND & Co.'S CLARETS and  
WHITE WINES.

STARUP & KENTISH'S PORTS and  
SHERRIES.

MOULIN & Co.'S COGNACS, 1, 2, 3 Stars.

BLANCHERIERE & Co.'S COGNAC.

JUSTUS LEMBKE & Co.

Hongkong, April 9, 1877.

### FOR SALE.

CUTLER, PALMER & Co.'S  
Celebrated

Brands of WINES and SPIRITS.

Apply to SIEIMSEN & Co.

Hongkong, June 22, 1877.

### FOR SALE.

THE IRON SCREW STEAMER  
"ALBAY."

THE above Steamer was Built in Glas-

gow in 1872 by Messrs DOBBIE &

Co., under special survey of LLOYD'S, and  
Her MACHINERY and BOILER were

made by Messrs JAMES HOWARD & Co.,  
under special inspection. She was con-

structed to carry a large Cargo on a light  
draft of water and is well adapted for the

Philippine, China, or Japan trade. She  
underwent general Repairs in 1875, when

NEW SAILS, RIGGING, and a complete  
outfit were supplied by the HONGKONG AND

WHAMPoa DOCK COMPANY, and in March  
of the present year her Engines and Boiler  
were thoroughly overhauled.

DIMENSIONS.—Length between Perpendi-  
culars, 170 feet Beam, 26 feet 3 inches.  
Draft of Hold from Ceiling to Main Deck,  
9 feet 6 inches. Height from Main Deck  
to under side of Awning Deck, 7 feet 4  
inches.

GROSS TONNAGE.—550 Tons.

CLASS.—Built to Class 100 A at Lloyds.

REG.—Brig Rigged.

CARGO CAPACITY.—About 8,000 piculs, or  
625 tons Measurement (40 feet).

**Notices to Consignees.**  
FROM LONDON, PENANG AND SINGAPORE.

THE S. S. *Elgin*, having arrived from the above Ports, Consignees of Goods by her are hereby informed that their Cargo is being landed at their risk by the Under-signed and stored in their Godowns, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be sent on to Japan unless notice to the contrary is given before 2 p.m. To-day.

Goods remaining undelivered after the 2nd Proximo will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & Co., Agents.

Hongkong, May 26, 1877. jo2

**NOTICE TO CONSIGNEES.**

THE BRITISH SHIP WESTERN CHIEF, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co., Agents.

Hongkong, May 26, 1877. jo2

BARQUE HOPE, FROM LONDON.

THIS Vessel having arrived, Consignees of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, May 26, 1877.

**NOTICE TO CONSIGNEES.**

THE BRITISH SHIP CARRICKS, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, May 21, 1877.

**NOTICE TO CONSIGNEES.**

THE BRITISH SHIP CARRICKS, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.

Hongkong, May 10, 1877.

**NOTICE TO CONSIGNEES.**

GERMAN BARQUE IRIS, FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, May 10, 1877.

**NOTICE TO CONSIGNEES.**

GERMAN BARQUE IRIS, FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

W.M. PUUSTAU & Co., Agents.

Hongkong, May 22, 1877.

**NOW READY.**

A CHINESE DICTIONARY IN THE CANTON DIALECT. Part I., A to K, with Introduction, Royal 8vo., pp. 202.—By ERNEST JOHN EITEL, Ph.D., Tübingen.

Price: TWO DOLLARS AND A HALF.

To be had from MESSRS LANE, CRAWFORD & CO., Hongkong and Shanghai; and MESSRS KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

**To-day's Advertisements.**

FOR SWATOW, AMOY & FOOCHOW.  
The Steamer  
"YESCO."

Capt. S. ASHTON, will be despatched for the above Ports on THURSDAY, the 1st instant, at Noon, instead of the time previously notified.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, May 22, 1877. my3

FOR FOOCHOW (DIRECT).

The British Steamer  
"BOWEN"

will be despatched as above on SATURDAY Next, the 2nd June, at Noon.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 26, 1877.

**To-day's Advertisements.**

CASTLE LINE OF STEAMERS.

FOR SHANGHAI.

The Steamer  
"GORDON CASTLE"

expected here on or about

the 1st Proximo, will have

immediate despatch for the above Port.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, May 26, 1877.

**SHIPPING.**

ARRIVALS.

May 29, *Galley of Lorne*, British steamer,

1889, J. MacDonald, Cooktown May 3, and

Saigon 25, Rioja and Cotton.—JARDINE,

MATTHESON & Co.

May 29, *Bowen*, British steamer, 844,

J. Miller, Sydney May 7, Cooktown 16, and

Somerset 17, General—GIBB, LIVINGSTON & Co.

May 29, *Sunda*, British steamer, 1019,

J. Reeves, Yokohama May 23, Mails and

General—P. & O. S. N. Co.

May 29, H. N. Carlton, American

barque, 372, George T. Barkers, San

Francisco April 9, Ballast.—CAPTAIN,

May 29, A. E. Vidal, German barque,

420, L. Schreiber, Hamburg Dec. 16,

General.—ORDER,

May 29, *Thales*, British steamer, 820, C.

Coles, Cooktown May 10, Ballast.—

Douglas Lapraik & Co.

DEPARTURES.

May 28, *Benaluta*, for Foochow.

29, *Desolation*, for London, &c.

29, *Flinshire*, for Salgon.

29, *Ceres*, for Quinhon.

29, *Taiwan*, for Swatow, &c.

29, *Elijah*, for Yokohama.

CLEARED.

T. L. Sweet, for Illo.

PASSENGERS.

ARRIVED.

Per *Bowen*, from Sydney, &c., Mrs

McLeanian and 2 children, Miss Chapman,

and 283 Chinese.

Per *Studa*, from Yokohama, Messrs

Weber, Scott, Howie, and Mansfield, 3

Europea deck, and 7 Chinese.

Per *H. N. Carlton*, from San Francisco,

Mr L. E. Curtis.

Per *Galley of Lorne*, from Cooktown and

Saigon, 140 Chinese.

Per *Thales*, from Cooktown, 12 Chinese.

DEPARTED.

Per *Esmeralda*, for Manila, Messrs Sains

Honey, and Gill.

Per *Benaluta*, for Foochow, 3 Chinese.

Per *Desolation*, for Straits, 1 Cabin, 88

Military Invalids, and 164 Chinese.

Per *Flinshire*, for Saigon, 100 Chinese.

Per *Ceres*, for Quinhon, 6 Chinese.

Per *Taiwan*, for Swatow, &c., 2 Euro-

peans, and 10 Chinese.

Per *Elijah*, for Yokohama, 6 Chinese.

SHIPPING REPORTS.

The British steamer *Galley of Lorne* re-

ports: Strong head winds and high sea

with much rain.

The American barque *H. N. Carlton* re-

ports: Fine weather up to 24th May, since

then N.E. winds.

The British steamer *Bowen* reports:

May 7th at 6.10 p.m. left Cosmopolitan

Wharf, Sydney, and on the 13th at 7 p.m.

arrived off Cooktown.

On 17th at 11 a.m. arrived off

Somerset, at 5 p.m. same day stopped off

the New Settlement at Thursday Island, sent

boat with passengers ashore, and at 8.55

p.m. boat having returned, proceeded to

wards Hongkong. May 26th at 5.30 a.m.

spoke steamer *Thales* off Mindora Island,

all well. The *Bowen* experienced from

Sydney to Somerset, light variable winds

and fine weather, and from thence to

Manila light S.E. trades, from thence N.E.

winds and occasional squalls.

The British steamer *Thales* reports:

Moderate weather and Southerly winds to

Booey Island which was reached on the

13th, from thence to Mindora Island light

southerly winds and fine weather, thence to

Lebanon, variable winds with thunder,

squalls and much rain and thence to arrival

strong N.E. winds and cloudy.

On the 20th, signalled S. S. *Gunga* bound south,

wished to be reported all well. On 21st,

passed a Spanish steamer supposed to be

the *Zamboanga* to the southward of Banks

Straits.

## THE CHINA MAIL.

field hospital, and informed himself of the predominating diseases which prevail there, their symptoms and progress, the means taken for their cure, the usual number of sick and other important information. The frigate left on the 9th for Manila.

During the last three days, a few small expeditions have been undertaken by detachments of the Regiments Nos. 5 and 7, and at the same time the gunboats Samar and Manileto were despatched to Patricio and Parang. The detachments proceeded to Tandu, where, it is reported, that some Moros are preventing those friendly disposed from coming to this market, which has been deserted for some days. In these expeditions something has been effected. On the afternoon of the 25th, some 200 M.ros, headed by their sheriff, reached here from Tandu, imploring our protection against the Sultan, signifying their intention at the same time of coming to the market, where they can reap good profits. Before they reached the place, they laid down their arms to show their friendly attitude, and as they approached, they displayed a Spanish flag as a proof of their submission.—Abridged from the *Diario de Manila*.

Police Intelligence.  
(Before James Russell, Esq.)

May 29, 1877.

**CHILD STEALING.** The case of Tang A-yuet, a married woman, and three others, was again brought up before Mr May. This case first came before the Magistrate on the 9th April, but had been remanded from time to time for reference to the Canton authorities. It appeared that the 1st prisoner stole a female child aged 8 years, named Leung A-yuet, from her father, a chair-coolie at Canton. The 1st prisoner was suspected of the crime, and was taken before the Kaitong. After much pressure she admitted that she had stolen the child and sold her in Hongkong. She was asked to come down here to get back the child. She did so, but she being a stranger here, could not point out the house wherein she had sold the child. She could recognize, however, the house where she had been staying. The matter, meantime, was placed in the hands of Lai Shek Kai, a kidnapping detective. He met the 3rd prisoner in the street, who was charged by the 1st as being the go-between. This woman then directed the detective to the 2nd prisoner's shop. He was a shopkeeper in Jervis Street. He said he bought the child from the 1st prisoner through the 2nd for \$71, and produced a bill of sale, which, however, gave the price at \$150. The 1st prisoner represented herself as the mother of the child. The 2nd prisoner was therefore taken into custody as well. He stated that the child had been sent to his country at Sunning, and that he would get her back here. The case was accordingly remanded to enable him to do so, and on the 23d April the child was produced in Court. The 4th prisoner was the woman who took the child for the 2nd prisoner to his home at Sunning, receiving \$2 for her trouble. The Magistrate discharged the 2nd prisoner and made him a witness in the case. The 1st prisoner had no defence to make, only expressing her sorrow for what she had done. The 3rd prisoner died that she was the go-between. She only aided the 2nd prisoner in finding the 1st prisoner's house. The 4th also denied that she had anything to do with the affair. The case was then further remanded for reference to the Government, and resulted in the 1st prisoner being handed over to the Chinese authorities, the offence having been committed in Canton. The 3rd and 4th were sent to three months' hard labour each.

## A NUISANCE.

Taung Akow, a contractor, was summoned for committing a public nuisance in that he dressed granite stones in D'Aguilar Street and Wellington Street. The stones the defendant was cutting were proved to have been capable of being dressed in the quarry or elsewhere. The defendant was summoned in consequence of complaints made by the inhabitants. He was the contractor for repairing the streets. Fined \$10.

## PETTY THEFT.

Taung Atang, a cakker, was charged with stealing a hat from one Wm. Braylin, a boy in H. M. S. Junc, while the vessel was being caulked. The defendant was one of the cakers employed. One month's hard labour.

## CHAIR HIRE.

John Smith, seaman British ship *Western Chief*, was fined 25 cents and ordered to pay 40 cents chair-hire, for being drunk and refusing to pay the fare for the chair.

## SHOP-LIFTING.

U Ahok, a farmer, was charged with having gone into a shop to bargain for the purchase of some pairs of trousers, and stolen one pair. Several were shown him, and the defendant took the opportunity to conceal one pair in his bag. One month's hard labour.

## LARCENY.

Sin Afing, unemployed, was charged with having broken a padlock which was fastened to a house, with intent to steal therein. The defendant was sent to six months' hard labour.

## BLASTING ROCKS.

A Kai, a contractor, was summoned by Inspector Rivers, with blasting rocks at Queen's Road East, to the danger of passengers. He had permission to blast rock, but he should have taken the precaution to erect a shed over the blast. He had not done so and a stone fell on to the roof of a house close by, making a hole two feet square. Other damage had been done to neighbouring houses. The Magistrate ordered defendant to repair the damages and to discontinue the blasting until he should produce the Surveyor General's permit and until he should comply with the conditions. Adjourned till the 5th.

## CORRESPONDENCE.

## THE CURRENCY QUESTION.

To the Editor of the "CHINA MAIL".

Hongkong, 29th May 1877.

Sir,—Your correspondent "A Chinaman" comes up to the scratch as "cooky" as before, although gravely hurt by my haughty and scornful spirit for "pooh-poohing" him because he is a Chinaman. Such ideas never entered my mind. I commented my letter by saying that the rubbish written

by non-business men when treating of commercial subjects was frightful and that "A Chinaman" was no exception. By no amount of perversity can this be twisted into a desire on my part to "pooh-pooh" the writer because he was a Chinaman; and from the signature "Anti-Bumptious," it might easily be seen I wished to "chaff" him simply for his "checkiness" as a writer in trying to enlighten your readers upon a subject with which he had no practical acquaintance. This is a fair subject for criticism, and he has no reason to complain if the operation was performed, it may be, rather roughly.

Many able writers lay the views of classes before the public without identifying themselves with these views. Had "A Chinaman" contented himself with doing this, he has shown he could have done it with great ability, but he identified himself with the opinion, although practically he knows little about them, and hence the criticism.

It is extremely difficult for a man, practically acquainted with a subject, to argue with an opponent who only knows it theoretically, because the theoretical arguments may be perfectly correct, and yet the result may be practically false. If business were as rigid as a mathematical problem "A Chinaman's" arguments might probably be correct but it is not so, and it does appear to me to be absurd to have to give the explanations necessary to show where he is wrong. Take the example of the French trader whose case of a decided loss appears to "A Chinaman" to be so palpably apparent. It is not palpably apparent to me at all, because when the Frenchman buys the goods he adds the premium to the cost of the goods just as he adds freight. His having to pay freight is just as "decided a loss" as having to pay premium on money. He cannot get the goods at all unless he pays these charges. To reduce the thing to absurdity the honest trader who pays for the goods he buys suffers a "decided loss" by doing so, whilst the swindler who pays nothing most assuredly does not suffer a decided loss.

This question of a "decided loss," as far as Hongkong is concerned, can be narrowed to a very small point. Do the Chinese Traders when buying goods make allowance for the premium on chopped dollars, in the same way as other traders all over the world make allowances, or do they not make this allowance? If they do, have no case and there is no grievance. If they don't, it is, so far as I know, the only instance in which Chinese Traders show themselves wanting in astuteness.

I asked "A Chinaman" if he believed that "traders make their calculations of profit on such a fine basis as the fluctuations in premium on chopped dollars." He care fully avoids answering, but goes into a rhapsody about the difference in living between Foreigners and Chinese, which has nothing whatever to do with the question.

"A Chinaman's" want of practical knowledge is also lamentably shown when he asks, after commenting upon my remarks, how a trader includes the charge in the cost of goods if he does not know the amount of them. The reference is still primarily to the premium on chopped dollars, otherwise the paragraph has no meaning as a reply to me. Now, as I pointed out, this premium is a bagatelle compared to the fluctuations on the goods themselves, and no trader ever expects that his calculation of cost will come out exactly correct. Supposing he knows that the charges ought to amount to a certain per centage there are always unforeseen contingencies in addition, and for these he allows a margin. Perhaps "A Chinaman's" theoretical knowledge of this subject will prompt him to deny that such a margin is allowed practically.

"A Chinaman" thinks he has made a hit when he says I have advanced no argument. I never intended to do so. He also tries to explain what he wrote that "the currency of a place is a thing which can be no more legislated for than the price of a given article of merchandise can be fixed by law." I have only to refer to the British currency to show the error of the original statement conclusively. The explanation states that by currency was not meant the typical form of it, but the intrinsic value of it. "A Chinaman" avers that any sensible man can see that that was his original meaning. Be it so—perhaps any sensible man can now tell the meaning of the explanation. Can "A Chinaman" do so himself? I think it very doubtful.

Yours faithfully,  
ANTI-BUMPTIOUS.

## TEMPERANCE UNDER DIFFICULTIES.

To the Editor of the "CHINA MAIL".

Hongkong, May 29, 1877.

Sir,—Having taken the opportunity of visiting the entertainment at the Temperance Hall, Stanley Street yesterday evening, I could not but appreciate the cheerful and efficient manner in which the programme was carried through by the performers. Allow me, however, to remark that there appeared to be a great want of space and accommodation combined.

A young and gallant man of war's man had gone on the stage to favour the audience with song, but he had scarcely uttered

the first two lines, when he was suddenly taken aback by the downfall of one of the rickety bamboo settees, which came to grief with a noise very much resembling a volley of Chinese fire crackers, causing

general terror—the gallant sailor meanwhile finishing his song well, and obtaining a hearty encore.

Now, I cannot refrain from noting the vast difference between the accommodation in this enjoyable resort and that of its neighbours in Yokohama and Shanghai, where the Temperance Halls are spacious and sufficient to accommodate all comers.

Why don't the "well-to-do" residents of Hongkong give the helping hand a little more liberally to the institution? Could there not also be a patriotic performance given in its behalf? According to its report in last night's *Mail* its finances are not in a very flourishing condition; and the real good that Temperance Halls are doing as a whole ought to be borne in mind.

Yours truly,  
AN OCCASIONAL VISITOR TO THE HALL.

## Australian Items.

The Education Act at Melbourne is to be maintained in its integrity. In the Civil service there is to be retribution where possible, and all new appointments are to be made without any right to retiring pensions. Competitive examinations are to take the place of Ministerial appointments in the public service, after the example set us in the home country.

With regard to the rowing championship of the world M. Baug arrived from the Clarence on Monday night, to follow up

his challenge to row Trickett. Preliminaries have been entered upon, and the contest will be decided on the Parramatta River course on the 30th June. The friends of both men are equally confident.

The first excitement occasioned in Melbourne by the war news is subsiding, and the probabilities of England being drawn into the contest are regarded as too remote to leave much ground for alarm. Nevertheless, the possibility of our being menaced by a Russian naval force in the event of an unexpected turn in European affairs furnishes ample ground for our being in a state of preparedness, and the news now scattered about the South Seas is quite concurred in by the people and Press of this colony.

The Government (says the *Argus*) have received a despatch from the Secretary of State for the Colonies, referring to the admission of Victorian bachelors to the English bar. With the communication a letter is enclosed dated from the Four Inns of Court, containing the following resolutions:—"Resolved to recommend that while the regulations affecting the call to the Victorian Bar remain as they are, the Bench of any Inn of Court may, if they think fit, dispense with any term not exceeding six in favour of any person who was called to the Victorian Bar before he was admitted at such Inn, and who shall bring a certificate duly authenticated of Victoria at the time when he left the colony, to the English Bar, and that the call to the Victorian Bar by the Attorney-General or senior Crown Law Officer of Victoria should be suspended."

It is not the least remarkable thing in Mr Fowler's interesting book that this wonderful journey seemed to himself so simple and unremarkable. Now-a-days to have gone round the world is a commonplace achievement. In the China newspapers, as Mr Fowler tells us, they have invented semi-derisive epithets for it, and call these travellers "globe-trotters." To us this easy circumnavigation of the earth is a most encouraging sign of the times.

The wars, oppressions, and injustices, with which the nations have tormented each other, have been largely due to mutual ignorance. Japan, China, India, as we know them better, we take a more hearty interest in their welfare, and more earnestly desire to treat them fairly and kindly. Especially have we reason to rejoice when members of parliament, and those who influence members of parliament, do not grudge the toil and expense of immense journeys to make themselves personally acquainted with the state of our great dependencies, and other great nations upon whom our national policy is so powerful for good or evil. The treatment of Indians and Chinese in America, the coolie traffic, the opium trade, the welfare of the masses in India;—these were the subjects Mr Fowler had at heart, and the reader of his unprejudiced journal will find his notes on these themes full of instruction.

An earlier number of this magazine contains (vol. ii. p. 17) a letter written by Mr Fowler after his return, in which he treats especially of his observations of the effects of opium. We must content ourselves now by extracting the following calm, fair, and, we believe, unanswerable summing up of the case, as regards the character of the traffic, and our national responsibility for it; reserving for a future issue some notice of Mr Fowler's view of the question on its Indian side:—

"There are three questions connected with China, in which, when I was in Parliament, I took some interest—the opium trade, Hongkong gambling, and the coolie trade. We often hear it said that it is nothing but the result of the correspondence which took place between His Excellency and the Home Government relative to the assumption by Mr P. W. Lord to the right of the United States Government to these islands. Ample time has elapsed to permit of a reply, but whether the Government have or have not received any despatches on the subject, they maintain a stolid reticence, which serves to increase the anxiety of the colonists."

It is very rarely that we have to chronicle an instance of so phoney a sea voyage as that which terminated on the 10th ultimo by the arrival of a small ship's open boat from Howe's Island, from which place to this port she has safely carried three able-bodied seamen, named respectively Alfred Brown, Charles Smith, and Michael Fitzpatrick. For seven days these men have been cooped up in this little craft, which seems to have suffered little if anything from its rough usage. These men belonged to the crew of the American barque *S. M. Stason*, Captain Curtis, which left Newcastle on the 10th March last, with a cargo of 1150 tons of coal for San Francisco. When about 700 miles to the north-east of Newcastle the vessel sprang a leak, and notwithstanding the efforts of the crew to plug it, the water continued to accumulate, and it was evident that every endeavour was made to keep the water down by means of the pumps, the water was found, upon sounding the well, to be fast gaining upon them, and the captain after a time decided to bear up for Howe's Island, where he触ached his adroit. The captain, his wife, children, and crew were safely landed, and at once set to work as soon as they arrived on shore to make comfortable quarters for themselves, and determined upon leaving their comrades upon the island and making tracks for the mainland. Having procured one of the ship's boats, they raised her gunwale as a greater protection against the sea, and having taken in a stock of such provisions as they deemed necessary, they set sail in their miniature vessel, and after a long voyage for so small a craft arrived in Sydney. They applied for lodgings at the Sailors' Home, where, however, the superintendent was unable to accommodate them, on account of the institution being full, but he was successful in obtaining for them accommodation elsewhere. So far as we can learn, there were altogether about twenty persons on board the barque, all of whom were safely landed on the island. On leaving Howe's Island they had a strong gale from the eastward, and, having left the island with the course given them by Captain Curtis, ran merrily before the gale. This breeze lasted fourteen hours, then followed a calm for eight hours, afterwards light easterly winds for twenty-four hours. On the 6th April they had smart easterly squalls, on which date at midnight the wind shifted in a heavy squall to south, bringing up a very heavy sea, and they were compelled to drogue the boat, and with the assistance of the oars keep her head on to the sea. The gale lasted to the 7th April, when they were enabled to again attempt to make for the land, and at 8 P.M. on the 8th they reached Broken Bay; here they anchored, and at 3 A.M. on the 9th got underway again and entered in safety Sydney Heads.

On landing at the Circular Wharf their weather-beaten appearance attracted the attention of a gentleman, who on hearing their story, kindly gave them \$1 to provide themselves with some refreshments. It may be mentioned that Captain Curtis was anxious that one of his officers should proceed in charge of the boat, but one and all refused. Mr Williams, the American Consul (the vessel being under the United States flag), has taken steps to bring the remainder of the crew from the island, and a small schooner has sailed for that purpose.—*Sydney press*.

## A VISIT TO JAPAN, CHINA, AND INDIA.

(Friend of China.)

Thirty-four thousand miles in six months and eighteen days, around the world from east to west.—New York, Niagara, Utah, the Yosemité Valley, San Francisco, Yokohama, Teddo, Kioto, Osaka, Shanghai, Foochow, Hongkong, Canton, then Singapore, Ceylon, and the vast plains of India, with more famous cities and magnificent scenes than we can attempt to catalogue;—thence from Bombay to Brindisi, and so home again!—such was the journey which our Treasurer accomplished during last winter. It almost takes one's breath away to think of it. The wonders of India, the vastness of the

world; the glorious scenery, the endless multitudes of the diverse, and too often jealous, mutually ignorant, and hostile nations; the long and in great part sad histories of their past, and the seeming possibilities of the unknown future, all crowd upon the mind, and leave its utmost powers of imagination baffled. One thought we can take refuge in, a thought which brightens the darker tint of the picture, and sheds a gleam of hope over the future: "The earth is the Lord's, and the fulness thereof; the world, and they that dwell therein."

It is not the least remarkable thing in Mr Fowler's interesting book that this wonderful journey seemed to himself so simple and unremarkable. Now-a-days to have gone round the world is a commonplace achievement. In the China newspapers, as Mr Fowler tells us, they have invented semi-derisive epithets for it, and call these travellers "globe-trotters." To us this easy circumnavigation of the earth is a most encouraging sign of the times.

The wars, oppressions, and injustices, with which the nations have tormented each other, have been largely due to mutual ignorance. Japan, China, India, as we know them better, we take a more hearty interest in their welfare, and more earnestly desire to treat them fairly and kindly. Especially have we reason to rejoice when members of parliament, and those who influence members of parliament, do not grudge the toil and expense of immense journeys to make themselves personally acquainted with the state of our great dependencies, and other great nations upon whom our national policy is so powerful for good or evil. The treatment of Indians and Chinese in America, the coolie traffic, the opium trade, the welfare of the masses in India;—these were the subjects Mr Fowler had at heart, and the reader of his unprejudiced journal will find his notes on these themes full of instruction.

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## INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.  
HEAD OFFICE—HONGKONG.

A GENOLES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,  
Secretary,  
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE or Buildings, or on Goods stored therein, or Coals in Mithacles, or Goods on board Vessels, and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first-class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.  
THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,  
Agents, Royal Insurance Company,

CHINESE INSURANCE COMPANY.  
(LIMITED.)

## NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OYPHANT & Co.,  
General Agents,

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,  
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,  
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.  
INCORPORATED BY ROYAL CHARTER  
of

His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fires Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £2,000 at reduced rates.

HOLLIDAY, WISE & Co., Agents.

Hongkong, July 25, 1872.

MANCHESTER FIRE INSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorising them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of £16,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1875.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

The Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1869.

## Mails.



STEAM FOR:

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London Direct;

Also, Bombay, Madras, Calcutta and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship GWALIOR, Captain J. C. BAKER, will leave this on SATURDAY, the 2nd June, at Noon.

For further Particulars, apply to A. LIND, Superintendent.

Hongkong, May 23, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR:  
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;

Also, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 9th June, 1877, at Noon, the Company's S. S. AVA, Commandant HERNANDEZ, with MAILED, PASSENGERS, FREIGHT, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 8 p.m. on the 8th June, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUY,

Agent.

Hongkong, May 28, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA, will be despatched for San Francisco, via Yokohama, on FRIDAY, the 18th June, 1877, at 9 A.M., taking Passengers and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mts. Blsh S. S. Company will leave Shanghai, via the Inland Seas Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 14th June. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, May 23, 1877.

NEWS FOR HOME.

The Oregon China Mail.  
(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" SEVEN TIMES IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the Sabbath of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, etc., and a complete Commercial Summary.

Subscription, 60 cents per Copy (postage paid 55 cents) \$12 per annum (postage paid \$12.50).

Orders should be sent to Geo. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

Printed and published by G. MURRAY BAIN, at the China Mail Office, No. 2, Wyndham Street, Hongkong.

## Intimations.

COMMENCING with the "GWALIOR" leaving Hongkong on the 2nd June, and until further notice, the Company's Mail Steamers from China will proceed to London via Suez Canal, calling at Southampton to land Passengers and Mail.

ADAM LIND,  
Superintendent.

Hongkong, May 14, 1877.

## NOTICE.

## THE CHINA MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of twice-weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

Mr CHUN AYIN,

Manager.

China Mail Office,

17th February, 1874.

## AFONG,

## PHOTOGRAPHER,

by appointment to

H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and to

H. I. H. THE GRAND DUKE ALEXIS  
OF RUSSIA,

Wynham Street, formerly ATHLETIC CLUB,

HAS on hand, the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. RADHAKRISHNA a superbly very handsome Easel Album of Russia and Velvet Covers, assorted size. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.

Hongkong, March 28, 1877.

## NOW READY.

LYENG-SHUI: OR, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. ERTL. One Volume. \$vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND PRACTICAL RELIGION, in three Lectures. By Dr. E. J. ERTL. Second Edition. One Volume. \$vo. Price, \$1.50.

Orders will be received by Messrs LANE, CRAWFORD & CO.

Hongkong, July 31, 1873.

AH YON,  
SHIP'S COMPRADORE AND STEVEDORE,  
No. 67, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:

Macao.—Man Chuen Shop.

Canton.—Slo Chin Native Post Office,

Luen Hing Street; Chi Heung Low Hotel,

Luen Hing Street; Kwong Tin Fat Shop, Yan Tien Street; Mr Siu Chuen Fan, Tung Wan Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuan Shop, Small Market Street, New City; Yee Cheung Photography Shop, Honam; Kwaif Heung Shop, Sin Choeng, Honam.

Szerton.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Chin Cheong Hong, Mook Kok Street.

Foochow.—Mr Yu Ching Cheong, Foo Chow Arsenal; Mr Lum Kwoh Ching, Maritime Customs.

Policies issued for sums not exceeding £2,000 at reduced rates.

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Hongkong, July 25, 1872.

CONTINUATION.

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